

IN THE CLAIMS:

1-20. (Cancelled)

21. (Original) A trolley control wheel assembly adapted to be fitted to a trolley having a longitudinal axis of travel and an array of castors having respective castor wheels, said assembly comprising:

a fixed wheel adapted to be disposed in use on a trolley in a vicinity of one of a load center of the trolley and a center of the array of castors, and

a self-contained gas strut independent of the castors and operable to provide controlled contact between the fixed wheel and a surface on which the trolley is intended to travel.

22. (Original) A trolley control wheel assembly adapted to be fitted to a trolley having a longitudinal axis of travel and an array of castors, said assembly comprising:

a fixed wheel in the vicinity of the load center of the trolley or the center of the array of castors, and

a bias means and a damping means to provide controlled contact between the fixed wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

23. (Original) A trolley control wheel assembly as claimed in Claim 22, wherein the load center of the trolley and the center of the array of castors coincide.

24. (Original) A trolley control wheel assembly as claimed in Claim 22, wherein a force of the bias means is independent of a load on the trolley.

25. (Original) A trolley control wheel assembly as claimed in Claim 22, wherein a force of the bias means does not exceed the weight of an empty trolley.

26. (Original) A trolley control wheel assembly as claimed in Claim 22, wherein the bias means is biased downwards towards the surface on which the trolley is intended to travel.

27. (Original) A trolley control wheel assembly as claimed in Claim 22, wherein the trolley has four castors disposed in the vicinity of the corners of the trolley.

28. (Original) A trolley control wheel assembly as claimed in Claim 22, wherein the fixed wheel rotates about a horizontal axis but cannot rotate about a vertical axis.

29. (Original) A trolley control wheel assembly as claimed in Claim 21, wherein in order to facilitate lateral maneuvering of a trolley, said wheel

assembly further comprises a lifting means to lift the fixed wheel of the control wheel assembly out of contact with a travel surface to enable the trolley to be readily moved at right angles to a desired direction of movement or travel.

30. (Original) A trolley having a longitudinal axis of travel, comprising:

an array of castors fitted thereto, and

a trolley control wheel assembly comprising:

a fixed wheel fixed at a position in the vicinity of a load center of the trolley or a center of the array of castors; and

a bias means and a damping means to provide controlled contact between the wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

31. (Original) A cart having a longitudinal axis of travel, comprising:

an array of castors fitted thereto, and

a trolley control wheel assembly which comprises:

a fixed wheel adapted to be disposed in use on a trolley in a vicinity of one of a load center of the trolley and a center of the array of castors, and

a self-contained gas strut independent of the castors and operable to provide controlled contact between the fixed wheel and a surface on which the trolley is intended to travel.

32. (Original) A trolley as claimed in Claim 30, wherein the load center of the trolley and the center of the array of castors coincide.

33. (Original) A trolley as claimed in Claim 30, wherein a force of the bias means is independent of a load on the trolley.

34. (Original) A trolley as claimed in Claim 30, wherein the trolley has four castors disposed in the vicinity of the corners of the trolley.

35. (Original) A trolley as claimed in Claim 30, wherein in order to facilitate lateral maneuvering of a trolley, said wheel assembly further comprises a lifting means to lift the wheel of the control wheel assembly out of contact with a travel surface to enable the trolley to be readily moved at right angles to the customary desired direction of movement or travel.

36. (Original) A trolley having a longitudinal axis of travel and having an array of castors on which the trolley can be moved from place to place in a general direction of the longitudinal axis of the trolley, the improvement which comprises:

a control wheel assembly comprising a fixed wheel fixed at a position in the vicinity of a load center of the trolley or a center of the array of castors and a bias means and a damping means to provide controlled contact between the wheel and a surface on which the trolley is intended to travel, wherein the bias

means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

37. (Original) A trolley as claimed in Claim 36, wherein the load center of the trolley and the center of the array of castors coincide.

38. (Original) A trolley as claimed in Claim 36, wherein a force of the bias means is independent of a load on the trolley.

39. (Original) A trolley as claimed in Claim 36, wherein the trolley has four castors disposed in the vicinity of the corners of the trolley.

40. (Original) A trolley as claimed in Claim 36, wherein in order to facilitate lateral maneuvering of a trolley, said wheel assembly further comprises a lifting means to lift the wheel of the control wheel assembly out of contact with a travel surface to enable the trolley to be readily moved at right angles to a desired direction of movement or travel.

41. (Original) A castored trolley control wheel assembly which includes a fixed wheel, a bias means and a damping means to provide controlled contact between the wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

42. (Original) A trolley control wheel assembly adapted to be fitted to a trolley having a longitudinal axis of travel and an array of castors, said assembly comprising a plurality of wheels fixed in the vicinity of a load center of the trolley or a center of the array of castors, each wheel having a bias means and a damping means to provide controlled contact between the fixed wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

43. (Original) A trolley having a longitudinal axis of travel, comprising:
an array of castors fitted thereto, and
a trolley control wheel assembly comprising a plurality of wheels fixed at a position in the vicinity of a load center of the trolley or a center of the array of castors, each wheel having a bias means and a damping means to provide controlled contact between the wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

44. (Original) A trolley having a longitudinal axis of travel and having an array of castors on which the trolley can be moved from place to place in a general direction of the longitudinal axis of the trolley or otherwise, the improvement which comprises:

a control wheel assembly comprising a plurality of wheels fixed at a position in the vicinity of a load center of the trolley or a center of the array of

castors, each wheel having a bias means and a damping means to provide controlled contact between the wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

45. (Original) A castored trolley control wheel assembly which includes a plurality of fixed wheels, each wheel having a bias means and a damping means to provide controlled contact between the wheel and a surface on which the trolley is intended to travel, wherein the bias means and the damping means jointly comprise a self-contained gas strut independent of any other wheel.

46. (Original) A trolley control wheel assembly adapted to be fitted to a trolley having a longitudinal axis of travel and an array of castors having respective castor wheels, said assembly comprising:

a fixed wheel adapted to be disposed in use on a trolley; a self-contained gas strut independent of the castors and operable to provide controlled contact between the fixed wheel and a surface on which the trolley is intended to travel; and

a castor wheel on each side of the self-contained gas strut.

47. (Original) A trolley control wheel assembly adapted to be fitted to a trolley having a longitudinal axis of travel and an array of castors having respective castor wheels, said assembly comprising:

two fixed wheels, each fixed wheel adapted to be disposed in use on a side of a trolley chassis;

two self-contained gas strut independent of the castors, wherein each self-contained gas strut is coupled to a fixed wheel and is operable to provide controlled contact between the fixed wheel and a surface on which the trolley is intended to travel.

48. (Original) The trolley control wheel assembly according to claim 21, wherein traction force requirements for a vertical position of said fixed wheel are a substantial function of a mass of the trolley.

49. (Original) The trolley control wheel assembly according to claim 22, wherein traction force requirements for a vertical position of said fixed wheel are a substantial function of a mass of the trolley.

50. (Original) The trolley according to claim 30, wherein traction force requirements of the trolley related to a vertical position of said fixed wheel are a substantial function of a mass of the trolley.

51. (Currently Amended) A cart according to claim 4 wherein traction force requirements with respect to a vertical position of said fixed wheel are a substantial function of a mass of the cart.

52. (Original) The trolley according to claim 36, wherein traction force requirements concerning a vertical position of the fixed wheel are a substantial function of a mass of the trolley.

53. (Original) The control wheel assembly to claim 41, wherein the traction force requirements concerning a vertical position of the fixed wheel are a substantial function of mass of a trolley.

54. (Original) The control wheel assembly according to claim 42, wherein traction force requirement concerning a vertical position of the plurality of wheels are a substantial function of a mass of the trolley.

55. (Original) The trolley according to claim 43, wherein traction force requirements concerning a vertical position of said plurality of wheels are a substantial function of a mass of the trolley.

56. (Original) The trolley according to claim 44, wherein traction force requirements concerning a vertical position of said plurality of wheel are a substantial function of a mass of the trolley.

57. (Original) The trolley according to claim 45, wherein traction force requirements concerning a vertical position of said plurality of wheels are a substantial function of a mass of the trolley.

58. (Original) The control wheel assembly according to claim 46, wherein traction force requirements concerning a vertical position of the fixed wheel are a substantial function of a mass of the trolley.

59. (Original) The trolley control wheel assembly according to claim 47, wherein traction force requirements concerning a vertical position of said two fixed wheels are a substantial function of a mass of the trolley.